Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1 to 11. (Canceled).

12. (New) A steering system for a vehicle, the steering system comprising:

a steering grip operable by a driver;

an actuating unit for operating steered vehicle wheels of the vehicle;

a steering angle setpoint generator for responding to the steering grip and producing a steering angle setpoint signal;

a steering angle actual-value sensor for responding to the steered vehicle wheels and producing an actual steering angle value signal;

a controller arrangement for activating the actuating unit as a function of a comparison between the steering angle setpoint signal and the actual steering angle value signal;

a manual force regulator coupled via a flexible coupling element with the steering grip, the manual force regulator for simulating steering forces on the steering grip; and

a damping device for interacting with the steering grip directly or indirectly to dampen relative adjusting motions between the steering grip and the manual force regulator;

wherein the damping device operates at least one of electrically, electronically and magnetically.

13. (New) The steering system as recited in claim 12, wherein the steering grip is a steering wheel.

14. (New) The steering system as recited in claim 12, wherein the coupling element includes a shaft, the shaft including a first shaft section rigidly connected to the steering grip and a second shaft section rigidly connected to the manual force regulator, the first shaft section being coupled with the second shaft section via a spring device, the first and second shaft sections being capable of rotating relative to

one another against an elastic resistance, the damping device being capable of damping the rotating of the first and second shaft sections relative to one another.

15. (New) The steering system as recited in claim 14, wherein the spring device includes at least one of a torque rod and a C-spring rigidly connected to the first and second shaft sections.

16. (New) The steering system as recited in claim 12, wherein the damping device engages: at least one of the steering grip and a first component rigidly connected to the steering grip; and

at least one of the manual force regulator, a second component rigidly connected to the manual force regulator and a third component stationary relative to the steering grip.

17. (New) The steering system as recited in claim 16, wherein the coupling element includes a shaft, the first component including a first shaft section of the shaft and the second component including a second shaft of the shaft.

18. (New) The steering system as recited in claim 16, wherein the third component is a housing member.

19. (New) A steering system for a vehicle, the steering system comprising:

a steering grip operable by a driver;

an actuating unit configured to operate steered vehicle wheels of the vehicle;

a steering angle setpoint generator configured to respond to the steering grip and to produce a steering angle setpoint signal;

a steering angle actual-value sensor configured to respond to the steered vehicle wheels and to produce an actual steering angle value signal;

a controller arrangement configured to activate the actuating unit as a function of a comparison between the steering angle setpoint signal and the actual steering angle value signal;

a manual force regulator coupled via a flexible coupling element with the steering grip, the manual force regulator configured to simulate steering forces on the steering grip; and

a damping device configured to interact with the steering grip directly or indirectly to dampen relative adjusting motions between the steering grip and the manual force regulator;

wherein the damping device is configured to operate at least one of electrically, electronically and magnetically.

20. (New) A steering system for a vehicle, the steering system comprising:

steering grip means operable by a driver;

actuating means for operating steered vehicle wheels of the vehicle;

steering angle setpoint generating means for responding to the steering grip and producing a steering angle setpoint signal;

steering angle actual-value sensing means for responding to the steered vehicle wheels and producing an actual steering angle value signal;

controlling means for activating the actuating unit as a function of a comparison between the steering angle setpoint signal and the actual steering angle value signal;

manual force regulating means coupled via a flexible coupling element with the steering grip, the manual force regulating means for simulating steering forces on the steering grip; and

damping means for interacting with the steering grip directly or indirectly to dampen relative adjusting motions between the steering grip and the manual force regulator;

wherein the damping means operates at least one of electrically, electronically and magnetically.